Amendments to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application.

Listing of Claims:

1. (currently amended) A fuel injector (1, 11) for the direct injection of fuel into the combustion chamber (6, 16) of an internal combustion engine, comprising:

at least two orifices (3a, 3b, 13a, 13b) for supplying fuel wherein the orifices (3a, 3b, 13a, 13b) are aligned in such a way that fuel jets (4a, 4b, 14a, 14b) emerging from said orifices collide with one another wherein the fuel injector and a spark plug are disposed in a cylinder head of the combustion chamber and said collision occurs at a point closer to said spark plug than the injector.

2. (original) The fuel injector of claim 1 wherein said fuel injector (1, 11) has two orifices (3a, 3b, 13a, 13b).

3. (original) The fuel injector (1, 11) of claim 1, further comprising: a valve element adapted to move linearly in the direction of its longitudinal axis (A) wherein said orifices (3a, 3b) are aligned substantially perpendicularly to said longitudinal axis.

4. (original) The fuel injector (1, 11) of claim 1, further comprising: a valve element adapted to move in the direction of its longitudinal axis (A) wherein said orifices (3a, 3b, 13a, 13b) are aligned substantially in the direction of said longitudinal axis.

5. (original) The fuel injector of claim 1 wherein said orifices (3a, 3b, 13a, 13b) are elongated.

6. (original) The fuel injector of claim 5 wherein longitudinal axes of the cross sections of the orifices (3a, 3b, 13a, 13b) lie substantially parallel to one another.

7. (original) The injector of claim 2 wherein said orifices (3a, 3b, 13a, 13b) are symmetrical with respect to a plane of symmetry (S).

8. (currently amended) An internal combustion engine with direct fuel injection, comprising:

a combustion chamber (6, 16), having ~~in which~~ an ignition device (5, 15) and at least one fuel injector (1, 11) disposed therein, ~~are arranged wherein said~~ fuel injector ~~ion~~ has at least two orifices (3a, 3b, 13a, 13b) for delivering fuel, said orifices (3a, 3b, 13a, 13b) being arranged in such a way that fuel jets (4a, 4b, 14a, 14b) emanating from said orifices are directed toward said ignition device (5, 15) and collide with one another before reaching said ignition device at a point closer to said ignition device than said injector.

9. (original) The internal combustion engine of claim 8 wherein the axes of extension of the orifices (3a, 3b, 13a, 13b) do not intersect said ignition device (5, 15).

10. (original) The internal combustion engine of claim 8 wherein said fuel injector (1, 11) has two orifices (3a, 3b, 13a, 13b).

11. (original) The internal combustion engine of claim 8 wherein said orifices (3a, 3b, 13a, 13b) are elongated.

12. (original) The internal combustion engine of claim 11 wherein longitudinal axes of the cross sections of the orifices (3a, 3b, 13a, 13b) lie substantially parallel to one another.

13. (original) The internal combustion engine of claim 8 wherein said orifices (3a, 3b, 13a, 13b) are symmetrical with respect to a plane of symmetry (S).

14. (original) The internal combustion engine of claim 8 wherein said fuel injector (1, 11) has a valve element adapted to move linearly in the direction of its longitudinal axis (A), and said orifices (3a, 3b, 13a, 13b) are aligned substantially perpendicularly to said longitudinal axis.

15. (original) The internal combustion engine of claim 8 wherein said fuel injector (1, 11) has a valve element adapted to move in the direction of its longitudinal axis (A), and said orifices (3a, 3b, 13a, 13b) are aligned substantially in the direction of said longitudinal axis.